

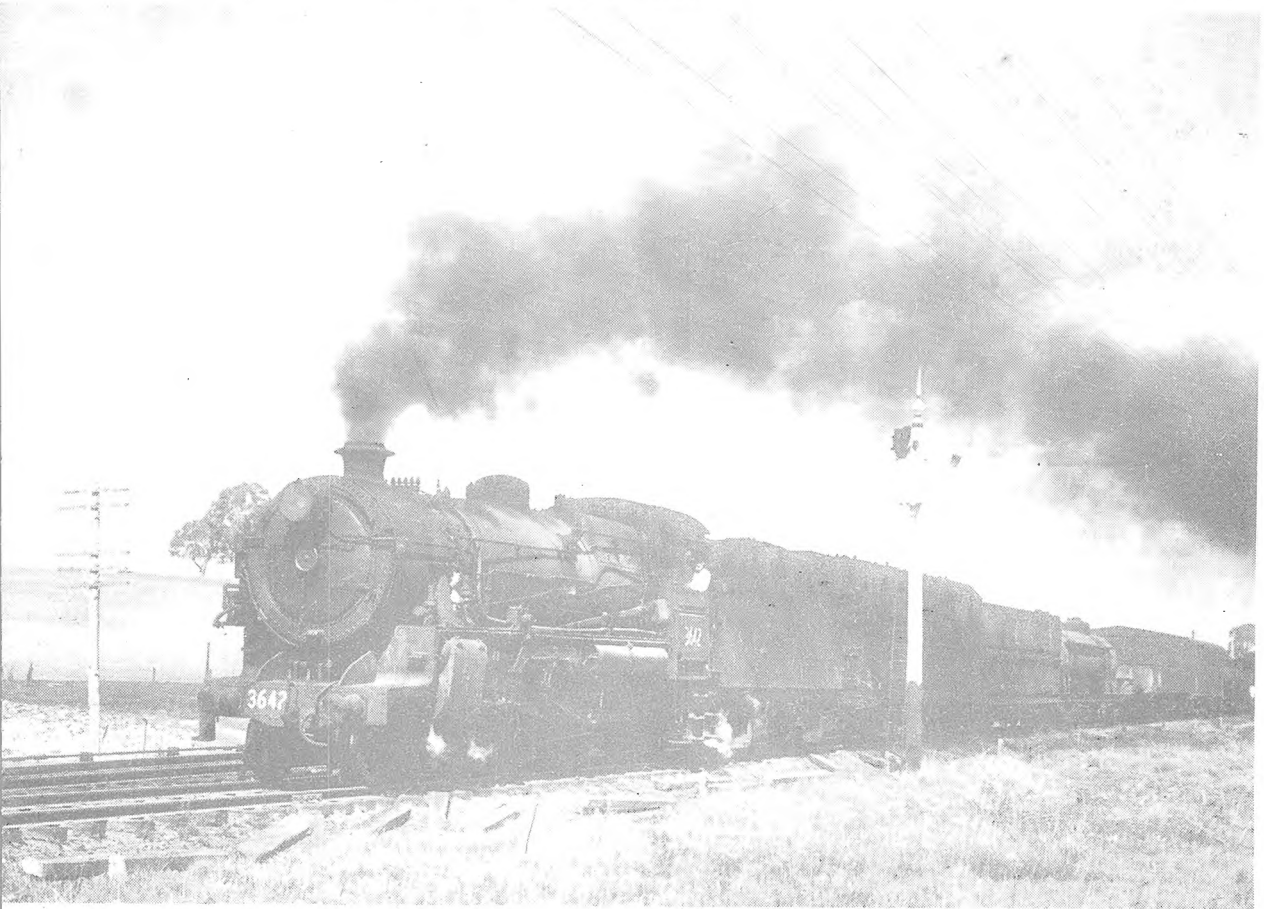
A. M. R. A.

Australian Model
Railway Association

JOURNAL

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SEPT./OCT
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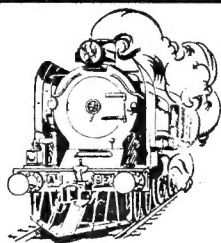
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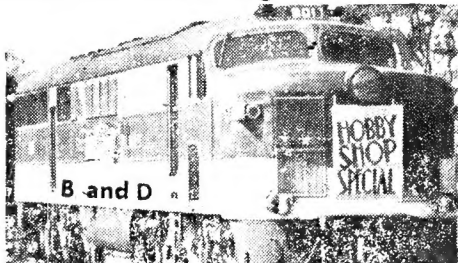


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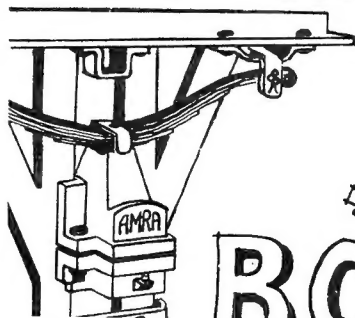


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MODEL RAILWAYS ARE FUN.

As a Federal Committee, we are always urging members to enjoy the fellowship aspects of our Association.

The State Branches and Sub-Branches are designed to provide fellowship through the closer contact possible in smaller geographical areas. The Branch and Sub-Branch can only do this if you participate in their programmes.

The real point, for those of you who don't belong to your Branch or Sub-Branch, is that you are missing out on a lot of fun and fellowship. Don't hang back and miss out; don't cry that AMRA fails you on this score; rather remember that it is the Branch and Sub-Branch which are designed to promote this fellowship.

I realise that there are some who are "way. out-back" and have no local activity, but they can always foster friendships AMRA style, no matter where they are - all other members are only as far away as a postage stamp.

Rex Little.

COVER PHOTO

3642 on down goods between Blayney and Millthorpe.

Photo: A. Templeman.

Editorial

CONTENTS

President's Corner	2
Balance Sheet	3
The Jopaga Line	4
Our Change of Heart	8
Federal Committee	10
V.R. Wagons	13
Commercial Development of our Hobby	15
Pop Valve	18
Branch Notes	19
Shop Spy	20

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President's Corner

The late President John Kennedy, once said "It's not what can America do for me, but what can I do for America". These words of wisdom could be applied to our own association, such as "it's not what can AMRA do for me, but what can I do for AMRA". What have you done for your association lately?

The average man spends approximately 30 hours per month watching television. Could you donate, say, one tenth of this time, that is 3 hours, towards improving and enlarging AMRA? There are many ways you can help by attending meetings, both work and social meetings, writing articles for Journal, entering competitions, and selling AMRA membership to all you meet. If you would like to help, but don't know how to go about it, write to your State Branch Secretary or your Federal Committee Representative who will be only too happy to suggest ways you can help.

The Victorian Branch tried for many years to obtain a permanent clubroom where meetings could be held and a layout built. They finally achieved this and so as to suit everybody they arranged to have weekly meetings, on a different night or day each week. The average attendance at these meetings was six, so very reluctantly the clubroom's lease was terminated because the Branch could not afford the rent!

Similarly, the N.S.W. Branch, after many years of searching for a permanent clubroom, bought a block of land at Rockdale upon which was a large corrugated iron building. The Management Committee then set about cleaning up, re-pairing and re-painting the building. At one of the work meetings I attended, there were four men present

plus the State Branch President's wife and two sons, who incidently are all members of AMRA. Mrs. Lamour and her two sons demanded brushes and paint and set about painting the outside of the building. Can't we get enough members to pay the rent on clubrooms and do we allow women and children to do our work? Remember, these are your clubrooms and any work you put into them will be to your advantage later. Think about it. Better still, do something about it.

While we are on the subject of advertising AMRA, how many members own and wear an AMRA lapel badge? This is an excellent way to advertise our association as the badge never fails to attract attention because of its unusual design. If you haven't got one, contact the Federal Secretary or Federal Registrar.

And now for a bouquet! I "tips me 'at" to the Editor and Staff of Journal. This little magazine of ours improves with every issue, don't you think? I, for one, look forward to receiving each issue to see what gems are hidden inside the cover. The articles, I feel, are well balanced and the photos are clearer and better reproduced with each issue. Incidentally, Rex Little is not weighed down with articles so how about putting pen to paper and writing an article on how you built your layout, your favourite station, or any other subject that would interest your fellow members. Good contrast, glossy photographs of models and prototype are always acceptable and don't forget how proud you will feel to see your name in print.

Well, the time is drawing near for the Model Railway Exhibition at Sydney

Town Hall. The N.S.W. Branch Committee are looking forward to the continued support of the members to stage this exhibition to promote AMRA and the hobby generally and also help to pay off the clubrooms. Could you spare a few hours over the long week-end in October to achieve this?

The Annual General Meeting of the Association will be held at the Town Hall on the Sunday night after the Exhibition closes at 7.00 p.m. We would like to see as many members

attending as possible to hear how your Association has fared during the last year and also to elect the new Federal Committee.

Finally, I look forward to meeting new members and renewing old friendships from country areas and interstate.

See you at the Exhibition.

Bruce Lovett.

AUSTRALIAN MODEL RAILWAY ASSOCIATION
STATEMENT OF RECEIPTS AND EXPENDITURE
FOR THE 13 MONTHS ENDING 30TH JUNE 1969.

Receipts

Cash Book Balance 31/5/68	\$633.03
Petty Cash on hand 31/5/68	50.00
Renewals	327.00
Subscriptions (new members)	52.45
Subscriptions to Journal	642.95
Advertising	581.88
Joining fees	30.00
Sale of badges	17.60
Sale of Traction Publications	22.90
Sale of scrap plastic	15.70
Sale of Royal typewriter	20.00
Sale of Journals	1.50
Insurance commission	70
Hire of typewriter	15.00
A.M.R.A. (Vic.) year book	9.24
Refund of overpayment	2.65
Donations	18.75
Bank interest June 1968	11.25
Bank interest June 1969	22.54

\$2475.14

Expenditure

Printing and postage on Journal	\$695.59
Stationery	120.10
Postage and telephone	124.76
Purchase of Traction Publications	21.60
Purchase of Badges	33.05
Purchase of electric typewriter	85.00
Addressograph plates	29.02
Subscription Green over Red	1.10
Insurance	7.85
Engraving of trophies	5.45
Purchase of Railway Year Book (National Press)	18.39
Stamp duty	6.73
Case for Treasurer's books	3.31
Freight on records from Victoria	7.84
Miscellaneous	7.90
	<u>1167.69</u>
Cash at Bank 30/6/69	1257.45
Petty Cash on hand 30/6/69	50.00
	<u>\$2475.14</u>

CORRECTION

Some Old Type Wagons of N.S.W.R. July August Journal 81, page 9:
"The bounce board on each door is 12" off centre of the wagon" should read
"The bounce board on each door is 12" off centre of each door"

Photographs of the Federal Committee except Ivo Bunker, by Bruce Lovett.

The Jopaga Line

BY GLYN SHEPERD

Having read many articles on personal layouts, I have considered for several years preparing a review of my own incomplete, unfinished, ever changing layout. It has never remained in a static state for long enough to write about something that "is", not "was". The layout started early in 1955 and has changed regularly since then, growing from 10'x 8' with centre operating area to 10' x 24'. Even before the whole of the garage became available, the side portions next to the car were utilised.

Perhaps it is because of the weather or a state of mind that the decision has now been made. I will write the story and confess to all the "crimes" that I have committed. By so doing I sincerely hope that others will profit from my experiences (and inexperience). I can hear the comments "lack of planning", "should have read the books on layout construction", "contrary to all accepted practice", "should have known better.....". In defence, I submit that no one other than a genius could plan a layout that could not be improved. The changes I have made have been improvements, even though some of them became necessary because of basic faults in my carpentry and the material used.

DESIGN: I have never departed from my firm belief that an operating layout should be point-to-point. This does not prevent incorporating a continuous run; this feature is useful for demonstration, running in and extending the point-to-point run. Look at the track plan. Jopaga to Pensville is one and a half times around the garage. It is double track plus old single outside loop. The latter rises above the main track, whilst the terminus at

Jopaga is below it. The facilities at Jopaga are quite restricted; this section had not altered since the layout was 10'x 8'.

The track base is, mostly packing case timber which was dressed and tongued and grooved. A fair proportion is supported from the sides of the garage by angled struts.

SCENIC DETAIL: Only one side of the layout has had much attention given to scenic detail. Elsewhere there is the evidence of experimenting. But I cannot say the layout is "scenicised".

Most of the land formation is coloured plaster (50%) and saw-dust (50%) applied to ply-wire contours. The cutting leading from Jopaga to the main level was made from strips of hessian dipped in very wet plaster and hung on and from, 1" chicken wire; to this was added the coloured plaster - sawdust mixture. The mixture gives a rough finish to which the green sawdust will easily adhere where the grass is growing. The mixture is cheap - half a bag of casting plaster from the fibrous plaster works for a dollar and no cost for the sawdust. From the latter you have to remove the odd pieces of timber and shavings.

In one corner there is a resemblance of a mine which does not yet have its own siding. They don't produce enough coal to warrant a siding! Everything else that should be there is conspicuous by its absence. But it will proceed bit by bit at far slower a pace than the prototype (no comments please). The lack of scenic detail does not worry me. The important thing is that there is something running.

ELECTRICAL: Currently, all the odds and ends of wiring resulting from the various changes are being replaced and connections made via 20 core cables between Jopaga, Durham and Pensville. At each station there are two controllers, each of which can be connected to the Up or Down tracks. A driver can take his train from Jopaga up to the main level and around the continuous run. At his convenience or when so scheduled, he can leave the train at Durham, where it can be picked up by the driver from Pensville, this driver also has the full use of the double track continuous run. The Durham controllers can also handle the continuous run and the outside single track. Two controllers cannot under any circumstances have simultaneous control of any one section of track. In the new control boards, it is intended that any driver may control a train on any section of the layout. The "local" controller will give any one or more of the "local" sections to either of the other two.

The numerous control boards in use over the years have all utilised P.M.G type key switches superimposed on coloured track diagrams. Under the present system Durham uses two 3 position switches for each track section. One switch in the horizontal position determines whether the section is controlled by Jopaga, Durham or Pensville. The vertical switch gives the section to either of the local Durham controllers. The section is disconnected when both switches are in the centre Off position. The diagram should make it clearer to you.

There are only a few electrically operated points; the impulse type point motors are actuated by 3 way key switches suitably doctored to prevent them remaining in the On position. The long "leaves" have their ends bent at an angle and are actuated by the round rollers on the key. By straightening these ends with a pair

of pointed-nose pliers the switch will not remain on.

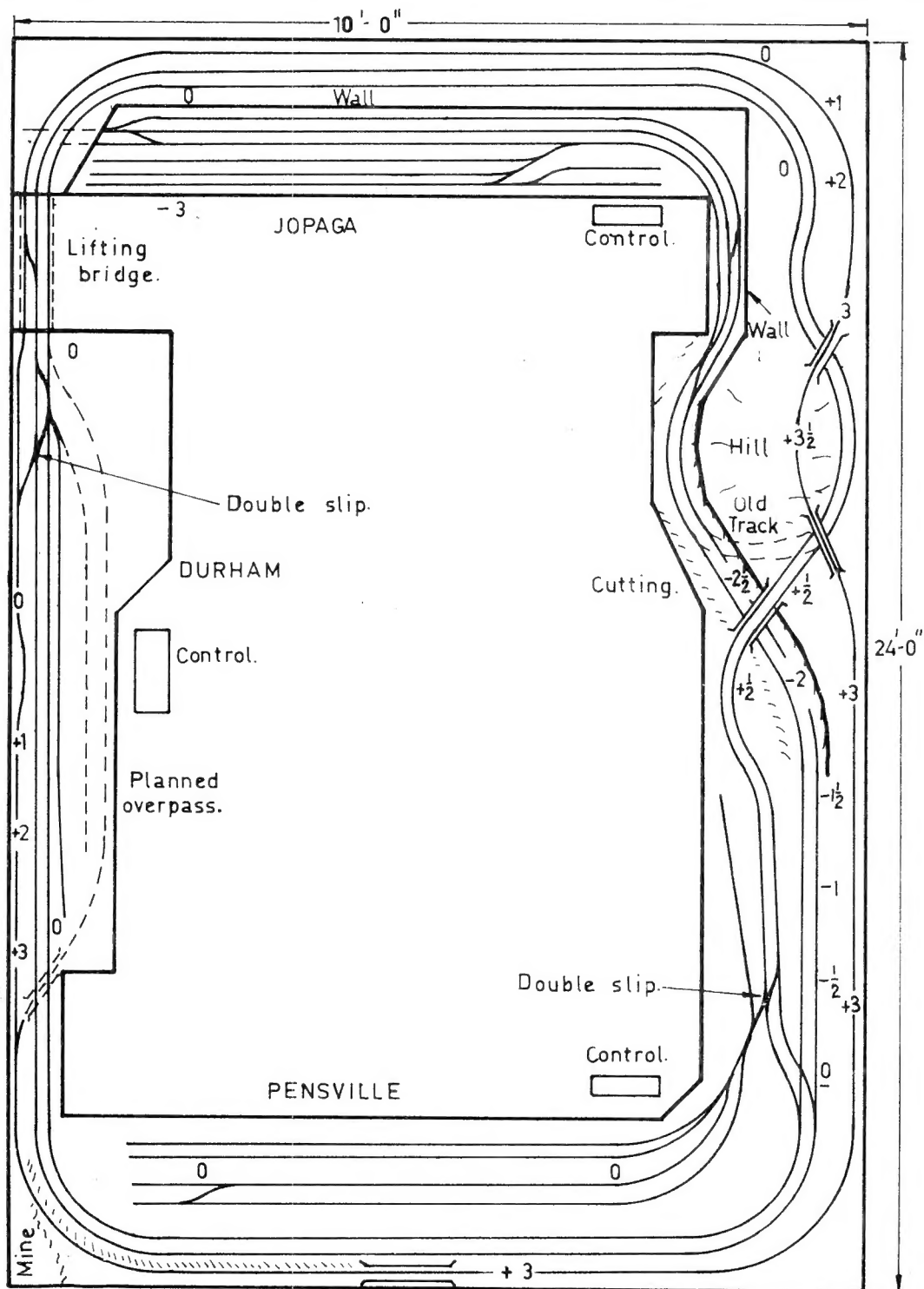
Four of the controllers are the "roving" type - H and M variable resistance units fitted to about 6 feet of 4 core cable. The transformer and rectifiers are fitted out of sight. The roving hand controllers enable the drivers to move about to a limited degree; the drivers can easily operate the hand operated point levers. The two fixed controllers are variable voltage type, one of which is home made using a multi-contact switch. Experiments have been made with the Thyristor controller, but the unit is not sufficiently versatile to cope with the different current requirements of the various locos.

There was some signalling, but this is now awaiting replacement following layout changes.

CONFESSIONS: Portions of the layout have been replaced due to the base warping. Offcuts of three-ply were used originally; some were covered with 5/16" canite lino underlay painted with "size" to prevent dust problems. Even closely spaced cross struts failed to prevent warping. The thick packing case timbers have so far proved satisfactory. I am convinced though that the moisture resistant chip board is the best.

The radius of curved track was too sharp in the wrong places. This problem is still noticeable to a lesser degree. The two termini should not have been placed in the shorter of the two sides. However, when the layout was only 10x 8' Jopaga was in the longer of the two sides.

Before the most recent changes, the track up from Jopaga made a rapid ascent beyond the capabilities of some of the locos under load. The sharp radius curves did not help. The



removal of an old storage wardrobe allowed this problem to be overcome (see track plan).

Some of the original track planning resulted in bottlenecks during running when several trains were in use at the one time. A planned overpass as shown by the dotted lines on the track plan will overcome one of the causes of delays.

Despite these and other problems I have no regrets. My trackwork has never been glued to the baseboard so it has been a simple matter to remove track and points, scrape off and recover the ballast and relay according to the Engineer's directions. The removal of scenic work causes no anguish, it is easily and simply replaced. I admit that I have never

been a perfectionist. Perhaps that is why I derive enjoyment from my incomplete and imperfect layout simply because trains can and do run.

ADVICE: To beginners, I say don't put off starting your layout; you will never anticipate all the problems. So after your initial planning for a not too large layout, put down some track and get things rolling. The experience you will gain from your layout will encourage you to make improvements; these you can make provided your track has not been stuck down.

My layout will continue to change as I find newer and better ways of enjoying this hobby, mainly through experience.



3644 collecting carriages at Moss Vale 3/11/1968. Photo by R. Webb.

Our Change Of Heart

BY KEN ELDER

After many, many years in HO, the writer has switched to the comparatively new 9 mm N gauge. The reasons? Well like most of us in the hobby, space has to be scrounged from the household authorities, and in a 30 x 11 foot garage, a large Chevrolet plus all the oddments that the family insist on putting in, takes up an awful lot of room.

So we compromised and everyone is happy, and what is more important we have found that this small scale is admirably suited for large layouts in small areas. The new layout is being constructed on a flat area in the shape of a rectangle measuring 11 feet by six feet with a hole in the centre. It has been sited at the end farthest away from the swing door and bang in front of the large 5 x 3 window, so all should be well.

As you can see from the diagram (not to scale) we can have a most reasonable layout without many of the disadvantages of the HO. On an area this size we can have a double main line of 180 feet in length (up and down) with approximately one and three fifth scale miles between stations. There are four stations, one on each side of the layout, and if we wish, an extra three yards of track will enable us to have continuous running both up and down. Most of the time there will only be the one operator, and this will be an advantage as he will be employed in driving the "way Freight" while the up and down lines can be used by the passenger trains.

With every assistance from Mal Baker of Baker & Doherty with advice and supply of track and points, (Peco Streamline) we spent every available hour during one week laying out the

first two stations (Antelope and Badger) and connecting them with a single line, allowing space for the second line to be installed later. The lines in sidings have been ballasted using TT ballast (from a new supplier opposite the Rivoli Cinema in Camberwell Road), mixed with Casco powdered glue. This is a new departure for us as we have hitherto laid our ballast loose, but this way seems to have a lot in its favour. We have also experimented with the glue and coloured cement powder for scenic work and so far it is working extremely well. We have found the 9 mm gauge material very nice to work with, although glasses have been needed when trying to insert the tiny fishplates on to the ends of track or pointwork.

There is an appreciable amount of very fine building kits available from two or three manufacturers for "N", much more than was for HO in its early days. The kits are readily made up (using carbon tetrachloride) and are most attractive when placed on the layout. What is more important, they are reasonably priced. There is a beauty available from Bill Gardner now, of a complete farm with about six buildings from memory, all for about five dollars. In fact about the only item that one cannot get as far as we know, are semaphore signals, but probably someone will come up with them in the not so distant future.

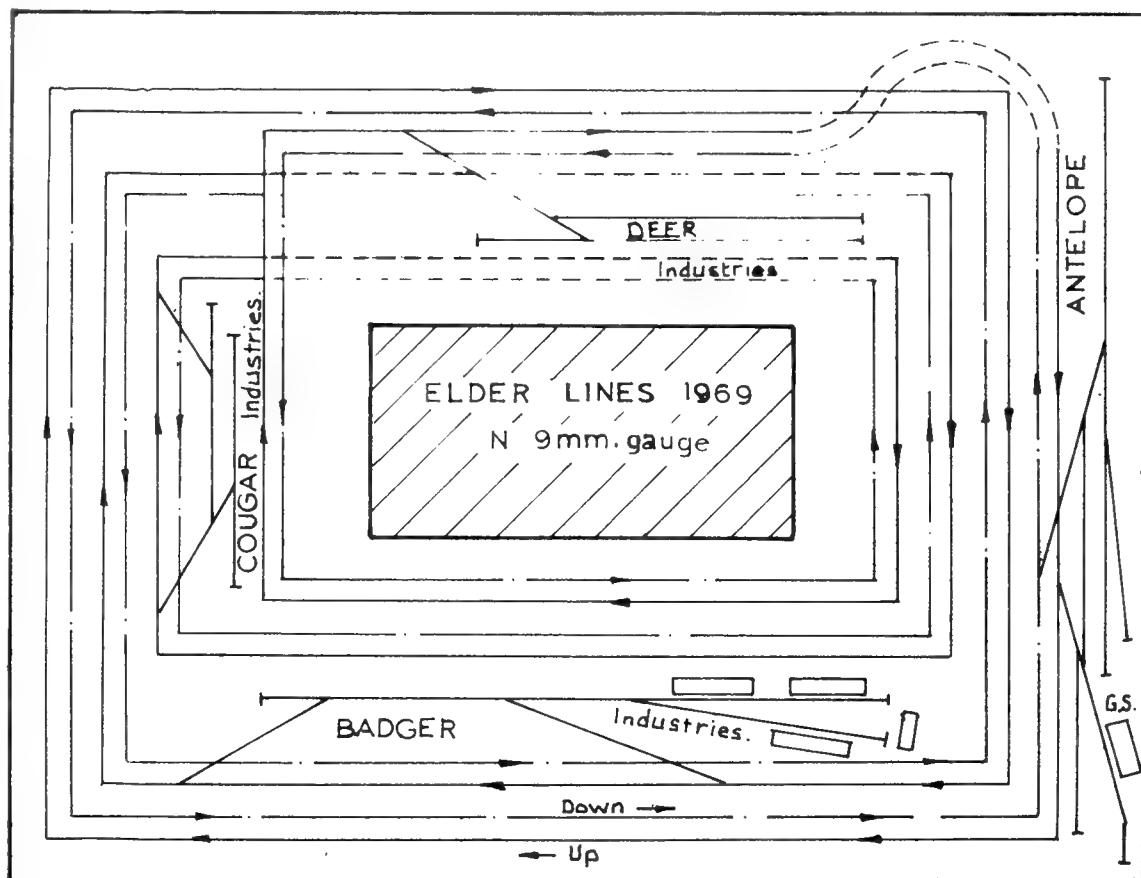
The Peco streamline track and pointwork is unsurpassed and the pointwork has an appeal of its own when laid in formation in this tiny scale. The new Lima rolling stock has metal wheels and is better produced in detail than it was before, and is cheaper. Atlas is good, but dearer, and when one is

starting off in a completely new scale price is bound to affect one's ideas. We are keeping our fingers crossed that the Peco double slip in N will be forthcoming soon, and not like its big brother in HO which has taken a couple of years to appear and is still not on the shelves at your local shop.

We were a bit hesitant at first before we finally made the plunge from HO, but now we are completely taken up with this new scale and hope that others who have been similarly thinking along the same lines will take heart and take the plunge. Out of the Committee of the club to which we belong, of seven committee members, four have either switched to "N" or are in the process, yet no other club member seems to be thinking of doing so.

Perhaps it is because of meeting other enthusiasts regularly and rubbing off some of their enthusiasm at the same time on to oneself.

One last item, and that is if you are ever lucky enough to be invited to see Jeff Sowden's N layout in Glen Waverley, take my advice and jump at it. We spent three hours looking at a layout measuring about 12 x 5 on a shelf of 18 inches wide. The detail that he has made (majority scratch-built) is fantastic. The Beyer-Garratt with twin motors in "N" is really something that made us drool, and a Pullman car with interior detail and lighting has to be seen to be appreciated. By the way, his layout will be one of the ones on view during the M.M.R.S. convention in March 1970.





MRS. JUNE DUNN

COMMITTEEMAN

Member 10 years. Has been Treasurer N.S.W. Branch for six years. Served on five exhibition committees. Modeling ranges from 3.5 mm to 1!0" to 12" to 1!0". Married and is a representative for Agfa (Aust.) Pty. Ltd. and is unofficially known as the N.S.W. Branch horse trader, the man with the best nose for a bargain.

FEDERAL REGISTRAR

Wife of ex N.S.W. President John Dunn. Since taking up the position she has brought the woman's touch to the Committee meetings, something that is often lacking in Committees. As well as doing the job efficiently, she is also an excellent cook and Committee meetings at June's home are always well attended. Together with several other ladies, she has helped organise the Nibble Bar and feed the hungry workers at the past five Model Railway Exhibitions. In between AMRA business she somehow finds time for housework, school and church work and the rearing of two sons and a husband.



JOHN SKILTON

PUBLIC RELATIONS OFFICER

Joined one year after formation. Due to moving around let membership lapse. Rejoined three years ago. President Blue Mountains Sub-branch for 18 months. Has operated H.O. gauge, American prototype for four years. Keen on scenery and scratch building buildings. Interested in railways all his life. Aged 38 years bachelor and is a costing clerk with Worthingtons Limited.



IVO BUNKER



KEITH WILCOX

COMMITTEEMAN

Member 16 years. Has held position of Vice-president, Committeeman, and Exhibition Committeeman of N.S.W. Branch. Was Editor, Buyers Guide for four years. Member N.S.W. Branch since formation. Models in "0" gauge N.S.W. prototype, has portable layout and intends building large shed for permanent layout. Aged 38 years, married with two sons and one daughter and is engine fitter with Coal Mine.

Some V.R. Wagons To Model

BY REX LITTLE

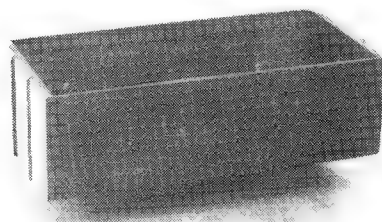
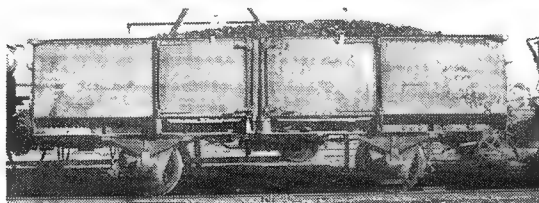
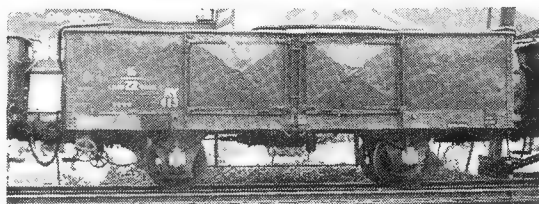
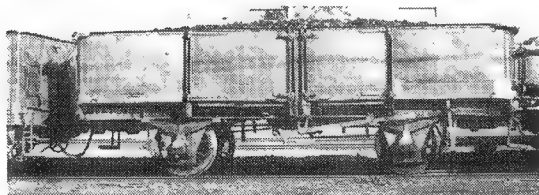
Having decided that it was time that I had some VR rolling stock in my collection, I started looking round for some ideas. Arming myself with my camera, I visited several yards and took photographs of as many different types of rolling stock as was available. The first ones in colour, and later in black and white.

The most common vehicles seen around Victoria are the four wheelers. The open trucks, I, IA, RY, and GY can be seen everywhere, as can the louvre vans. Every time you see a rake of trucks there is a Z van either four or six wheeled. Occasionally you can see a wooden sheathed B box car, but more usually these days it will be one of the pressed steel ones. There are always a couple of J cement hoppers at Mitcham siding, and the Airfix or Hornby hopper needs very little alteration to be a reasonable facsimile.

Next was the decision of what to use to make the models. I decided to start by modifying some of my existing stock.

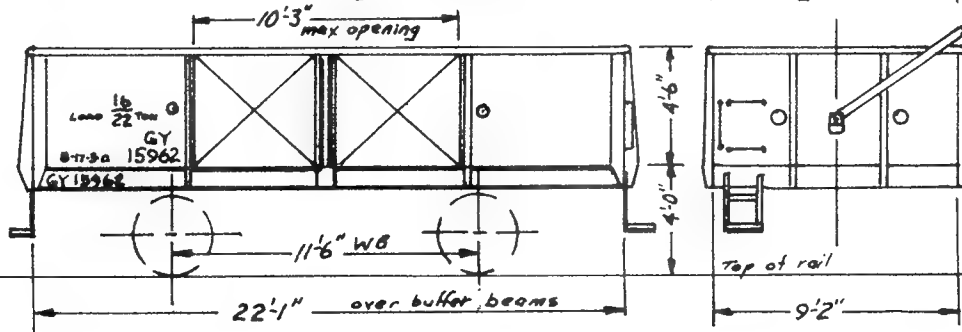
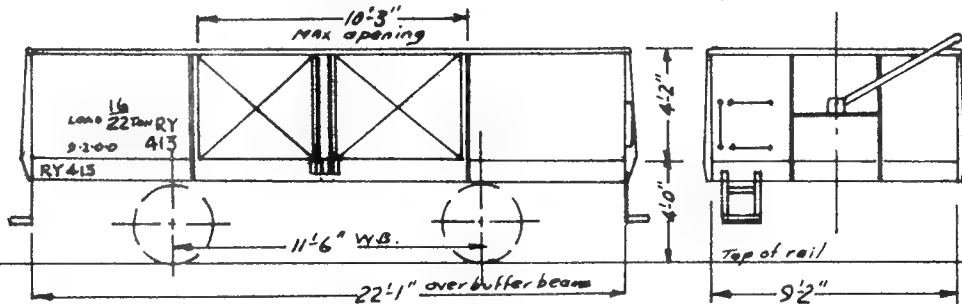
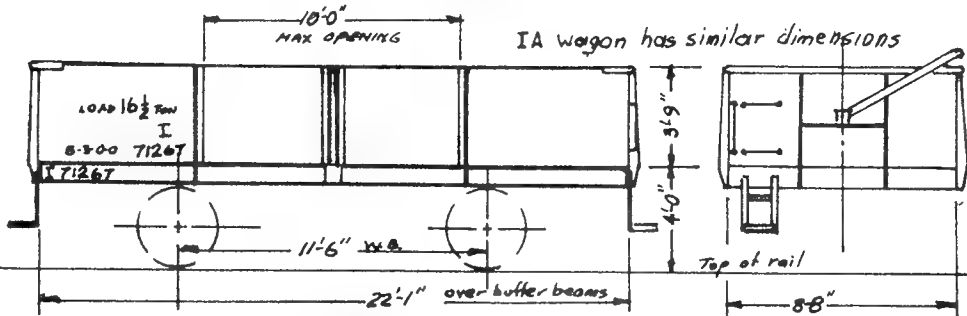
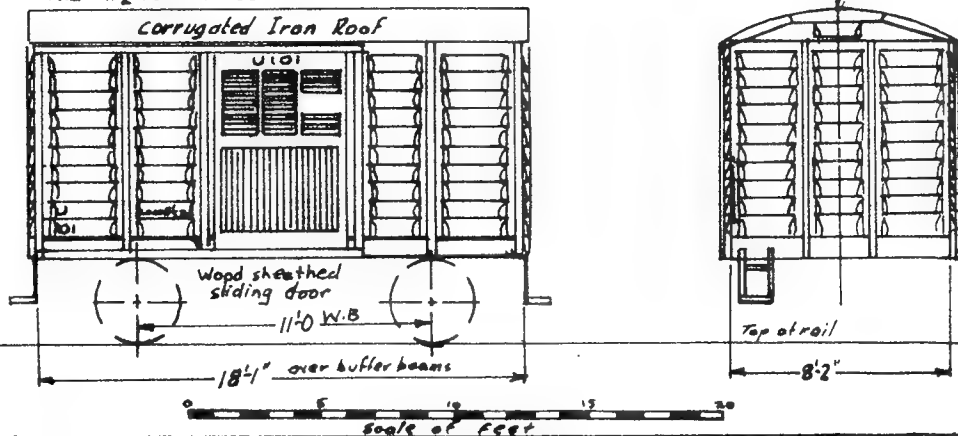
Then just at that time the Vic Branch received stocks of "scrap plastic". Two of these, the open wagon and the box car, struck me as being suitable to make the above wagons so on with the job.

The Triang R 10 bodies were to be converted to I, IA, RY and GY wagons. The first job was to smooth off the sides and ends to get rid of the raised detail - a simple job with the Dreadnaught file. The I and IA being about one foot lower than the GY, the top board was next cut off with the Junior hacksaw. To simulate the steel surface the sides and ends were then covered with some .003" styrene sheet.



Smoothed side.

SOME FOUR WHEEL WAGONS OF THE V.R.

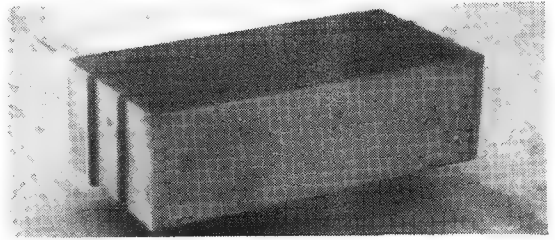
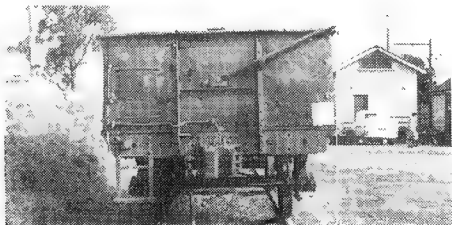
The $11\frac{1}{2}$ Ton "U" comes in 4 varieties

A strip of the same sheet was glued round the top edge, and some strips of .010" sheet was used to simulate the angle iron bracing and the door pillars. The GY posed a small problem with its pressed panel doors, but after a little experimenting with the .003" sheet, I soon found that by folding it diagonally, and creasing it, lo, the pressed panels appeared. Again some .003 sheet was used to simulate the rolled edge and also folded round the corner. A couple of pieces of wire inserted in the ends for the tarpaulin support, and the rounded off heads of panel pins were inserted alongside the doors and in the ends.

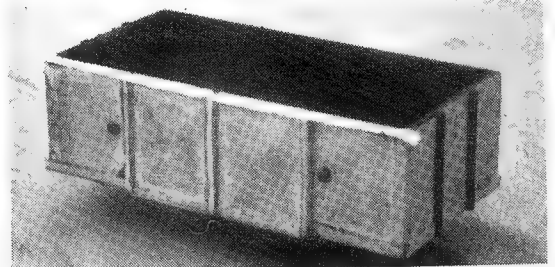
The bodies were then mounted on a suitably modified Triang chassis with pin point axles, (see Journal Nos. 58 & 59). The step at each end, and the grab irons were added, and the brake lever from an Airfix model was glued in place. The completed model was given a coat of VR freight maroon paint, from B. & D. and when dry the numbers etc. were added in white ink with a mapping pen, as was the yellow stripe on the GY.

The tarpaulin covers were made from an old slip, and just glued in place. The covers were doped, and painted with a suitable mixture of paints to give a greeny-grey colour.

The wagons were weighted with about 1½ oz. of lead, and Sentinel dummy knuckle couplers added. These will couple with Kaydee, and I find them a good prototype looking coupling. As the train is made up of a rake of trucks, I don't worry about auto coupling.



Door panels and ends fitted.



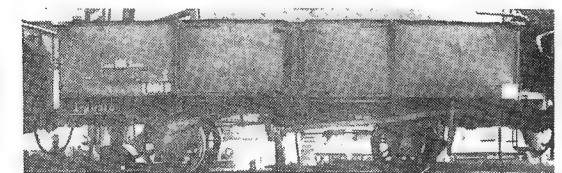
Top lip and detail.



Completed.



Completed.



The Commercial Development of Our Hobby

Final Part by E. FROST

When we take a few minutes off from the "daily grind" and consider how well off we in the late 1960's are in relation to earlier generations, we must be ever thankful we live when we do. As close to us as 100 years ago it was a 3 month trip at best to travel from Australia to England, whilst before the 1840's, six months was considered fair average time for the journey, which we can now do in a matter of 2 days, with an almost 100% chance of safe arrival thrown in as an extra bonus. When Governor Bligh was deposed on 26th January, 1808, it was August before the Government in England knew of this usurping of his authority by a bunch of rum monopolists, who found their sources of plunder cut off. This would be flashed around the world in seconds to-day. We now work 40 hours a week against 80 and more in the mid 1850's. Our wages are such that we can maintain a motor car, whereas our great grandfather could not, in most cases, even consider owning a horse. We can now live 30 miles from our place of employment and reach there from home in an hour. This was a full day trip 100 years ago, requiring an overnight stop before setting off to come home. In the model railway field our progress is even more remarkable. Anyone who wishes can now afford a model railway, from the millionaire, in his mansion to the schoolboy, who does a paper round for his pocket money. There would be a difference in the quality of these two classes, but either one would be 100 times as good as the best available in 1900, as far as appearance is concerned, while the improvement in reliability of motive power over the best available in the 1920's and 1930's just could not be measured.

ditions in 1945/46, the steady advance of model railways that was becoming apparent in the 1930's now moved to full throttle. The development of good quality miniature electric motors with simple construction at virtually give away prices allowed for reliable running. Manufacturers now turned their attention to supplying fine detailed rolling stock and motive power units, as well as accessories of all kinds.

Thick and fast over the last 20 years, we have seen the perfection of "snap track" (if you will pardon the Americanism) from the early crude Triang type with its mock ballast, through the next stage where ballast was eliminated, but sleepers were spaced about an inch apart, down to the fine result this company now markets. Materials have progressed from steel with rusting problems, through copper to the present nickel silver rail. Just over years ago the model railroader would have given his all to get away from the fixed radius track with its resultant too tight curves, yet to-day we have a choice of good quality nickel silver flexible tracks from various manufacturers. It is not my intention in this article to extol one product over the others, but suffice it to say, all these products compliment each other. In one model railway you can find track from as many as 8 or 10 manufacturers, all in harmony. My own layout sports Peco, Fleishmann, Shinohara, Lima, Hornby and another Japanese brand whose name now escapes me. Only 15 years ago a mixture such as this would have been impossible. All this development has not been confined to HO gauge either. The "O", "S" and "TT" gauges have progressed alongside HO, whilst the "N" gauge recently introduced, really launched on

With the return to peacetime con-

its way with a bang.

The marketing of miniature trains has also progressed to the stage where there are now shops which sell only railway items - not a model aeroplane, ship or slot car to be seen. Together with this marketing, has come the acceptance by the "non rail fan" world, that this is a true hobby. Dad no longer has to use the son as his excuse for having a model railway - which is just as well I suppose, for the addicts like myself, whose household is all daughters.

Probably the biggest boom to the Hobby has been in the development of plastics to the present high stage. We can now buy a kit of some interesting structure or piece of rolling stock, of the most realistic and complex construction finely detailed in moulded plastic. It is a case of you name it, and somewhere some manufacturer has it in his range. Some kits are complex to the stage that an engineering degree is nearly a must to successfully construct them, whilst with others it is merely a case of "shake the box" and the pieces fall into place. How thankful is "all thumbs Frost" that he is modelling in the 1960's and not the 1930's and 40's.

Locomotives come in all the sizes and shapes you can find in the prototype. Somewhere, someone has manufactured a model of it. If it is done for economy of price, so what if it lacks detail to a certain degree? You can buy it for a few dollars, and super detail it to complete accuracy if that is what you want, (of late the new release models are accurate in every way and no detailing is required) by recourse to the detailing catalogue of such firms as Kemtron (their latest issue has thousands of items listed). This firm market all manner of lost wax castings, bells steam domes, smoke stacks, running lights, cowcatchers etc. With the

thousands of items to choose from, it is quite a simple job to reconstruct that Fleischmann D.E. shifter to a very good reproduction of the V.R. "W" class, or any one of 20 or 30 steam locos to become an authentic reproduction of some other entirely different one. Even "butter fingers" like me can do a reasonable job in this field.

The running qualities of a model railway has been improved beyond belief by the fully sprung bogie, the needle point axle bearing, finer flanges etc. All these improvements have come inside the last 10 years. Truly, we live in the golden years of model railroading.

The only major improvement left to our hobby as far as I can see, is in the field of couplers. It was a period of 50 years or so before we had compatible gauge, 80 years for interchangeable track and still we do not have interchangeable couplers. Each manufacturer prefers to go his own way. There is a limit to the types of couplers, and so we do have some manufacturers with common couplers. Mostly these are set at different heights above the railhead e.g. Marklin, Lima, and Fleischmann, so they are not really compatible. We do have one ray of hope here though as all "N" gauge manufacturers in Europe have agreed on a specific type and a uniform size and height above rail. It is a matter of opinion as to whether it is the best type available, but I guess we will never settle that argument.

Many facets of the development of miniature railways I have probably left out of this series. I have not mentioned the power source, development of scenery, model railway clubs, signal and operating developments etc. To trace all these I would have to write a book on the subject (maybe one day I will), and space does not allow for that. Of necessity this effort is only a brief outline, omitting many

relevant details, but I trust the subject matter was of passing interest to all readers. One of these days, if time and worthy Editor permits, I will again set pen to paper and trace in

outline the development of model railway clubs which, as far as I can ascertain at present, started up in South Africa around 1900, and is a fascinating facet of our great hobby.

Association Competitions

The following are details of the Association's competitions:

LOCO COMPETITION SECTION 1: The Tim Dunlop Cup - a perpetual trophy. Held for one year and then replaced by a replica.

Scratch built locomotive, with the exception of motors, wheels and small fittings, any scale, of any prototype locomotive, past or present, whether Steam, Diesel, Electric, Rail Bus, or Railcar. Proprietary items used are to be listed with each entry.

LOCO COMPETITION SECTION 2: South Gippsland Branch Trophy, for the conversion, alteration or modification, of any commercial product or model, to represent any prototype locomotive, whether Steam, Diesel, Electric, Rail Bus, or Railcar.

ROLLING STOCK COMPETITION SECTION 1 The N.S.W. Branch Trophy for any item of Australian Rolling Stock, any scale scratch built, except for wheels, bogies and couplers.

ROLLING STOCK COMPETITION SECTION 2 The Victorian Branch Trophy for the conversion, alteration, or modification of any commercial product or model to represent any prototype vehicle. Each entry must include the name of the company from which the model is copied, plus the names of the commercial products used.

These four competitions close with the Federal Secretary, on 31st January each year. The Federal Committee arranges the judging of the entries.

LINESIDE STRUCTURE COMPETITION: The Candemah Cup - a perpetual trophy. Held for one year and then replaced by a replica.

Any structure seen on or beside any Australian railway. Models may be scratch built or made up by using commercial products. Entries will be judged on quality or workmanship, and may be freelance or copies of prototype.

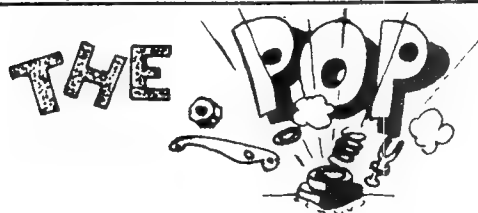
This competition closes with the Federal Secretary, on 30th September each year, and the models are usually displayed at the N.S.W. Branch Exhibition, held in October each year.

JOURNAL ARTICLE COMPETITION: Trophy donated by Norm Robinson, for the best article of the year, as published in Journal.

JOURNAL PHOTO COMPETITION: Trophy donated by Jack Treseder, for the best photograph of the year, as published in Journal.

These two competitions are judged after the May/June issue of Journal each year.

So how about it members? Let us see those models. The field is open, and there is something for everyone.



VALVE! FOR READER'S LETTERS

The Editor,
AMRA Journal.
Dear Sir,

I wonder how many of those who read F. Frost's - The Blue Mountain Zig-Zags in March/April Journal realise that the Western Australian Government Railways also had zig-zags, one of which would particularly suit the model scene.

In 1891 a timber company constructed a line from Midland Junction to Kalamunda which contained a zig-zag which commenced just above Ridge Hill and ended a little beyond Statham's, on the Upper Darling Range Railway as it was later known. In 1903 it was taken over by the W.A.G.R. and the last regular train ran in July 1949.

When copper was discovered in the Ravensthorpe district and several large mines opened, the W.A.G.R. constructed a railway to connect Ravenssthorpe with the port of Hopetoun.

Those who know this country will hardly believe a zig-zag could exist in such flat featureless country, nevertheless the smelters were built in

the top of one of the few knolls in the area, and several miles south of Ravensthorpe, and in order to connect the smelters to the main line, a zig-zag was built.

Broughton Boydell.

The Editor,
AMRA Journal.
Dear Sir,

I must make one small reply to B. Boydell's last letter. I do not agree that Journal should either reprint its own early articles, or publish articles that have appeared elsewhere. I for one, expect my Journal to contain material I have not seen in other magazines - it is one of the reasons I continue to hold membership in AMRA. If material is required in relation to other than HO/00, then it is up to followers of those scales to supply it in the same way as the HO/00 members do. I promise this will be my last say on this subject, especially after my somewhat lengthy ramble in No. 81 issue.

Ted.Frost.

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8 Daley Street,
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Branch Reports

VICTORIA

Our display at the English Speaking Union was again a great success with the helping members enjoying themselves setting up and breaking down the various exhibits with many amusing comments to keep the tone of our get togethers a bright and friendly affair. All layouts performed well and the committee of the E.S.U. again supplied the necessary meals to keep up the stamina. One exhibit missing was the sawmill on John Sneddon's layout, remember the racket it caused? Perhaps he took the hint so as not to start a riot. The No. 1 layout was operating with point motors, and a contest was held between Rex Little's DD40 and an anonymous owner of a Rivarossi "Big Boy" to see which could pull the most rolling stock. Well the DD40 finished up by pulling a train of motley wagons, gon's and you name it to the tune of about 45 pieces of rolling stock, but the "Big Boy" jibbed. But no matter, the anonymous guy has something up his sleeve for the next time up. (I think something about six motors in a diesel body.) All in all everybody enjoyed the show and with exhibits from B. & D. which again was a showpiece, it was well worth the effort for the E.S.U. which do a lot of good for underprivileged people in the Pacific Ocean area.

The July meeting was again a success and after the usual business Mr. C. Henshaw gave us a film night of slides with an excellent description of each to the name of The Fascination of Trains. Many fine old shots of long lost locomotives were seen and it brought back nostalgic memories of those good days of steam power.

We have farewelled our trusty committeeman, Graeme Houghton, on his trip overseas and we wish him well.

The August meeting was a running night using the new exhibition layout. This was a success judging by the number of members around the layout after the completion of general business.

Several coming social events discussed at this meeting warrant a mention here. The first is a visit to the Flinders Street Station signal boxes on Saturday, 6th September. The second, an outing for the family and friends of members, takes the form of a car trial of a railway interest, culminating in a picnic lunch followed by family participation events. This function will be held on Sunday 16th November commencing at 10 a.m. and finishing about 4 p.m. to allow members to return home before the heavy traffic. The third function is a rail car (with trailer) day trip on Saturday 6th December, Spencer Street- Geelong Ballarat-Bacchus Marsh-Spencer Street with photo stops. A picnic lunch stop will be arranged between Geelong and Ballarat. The fare will be \$3 adults \$1 children (4 to 14 years). Any enquiries re these functions to Mal Baker, 256 Reynards Street, West Coburg. 36-8829.

The final function is a visit to the Victorian Railways control centre. Already there have been two visits and because of further interest it appears that there will be another visit arranged for the new year. Final details will be given firstly at Branch meetings and also in the Journal under Branch Reports.

Remember the Victorian Branch meets on the 2nd Thursday night of each month, at All Saints Church Hall, Glenferrie Road, Kooyong, (opposite Scotch College). Coming meetings 11th Sept. 9th Oct. 13th Nov. 11th Dec.

John Sneddon.

Shop Spy

MELBOURNE

Seen at Baker & Doherty Pty. Ltd. 256 Reynards Street, West Coburg, Vic. was the new Tyco shipment which had just arrived from the U.S. and among the very comprehensive range is the New Alco Century Diesel at \$24.00 Old time 1890 passenger cars at \$4.95 in Penn. or UP. Also available are F9 Diesels, 4-6-0 old time loco, 2-8-2 Mikado, GP20 Diesel (suitable for conversion to VR "T" class). All locos and diesels are fitted with working headlights and a full range of rolling stock all very well priced from \$2.60 to \$10.00 for coaches etc. A fully illustrated catalogue is also available with price list for 50c.

An excellent range of Fleischmann locos, diesels and rolling stock is also on hand and the Triang Flying Scott at \$19.95. They have one only new Trix Western Region Diesel (maroon) at \$23.00 (first in will buy).

Seen in the second hand department, one only Fleischmann 2-8-2 German loco at \$22.50 (which is a steal for someone). U.S.A. railway postcards at 10c each, post free are the best ever seen, all in colour including steam, and diesel. These are going fast, although new ones to the range are expected shortly.

To be seen in hobby shops in Sydney Melbourne, Adelaide and Brisbane are various railroad books, such as Ma and Pa (\$6.25), Railroads of the Black Hills (\$5.00), Rails West (\$5.00) and 35 mm colour slides of locos and rolling stock from most states of Australia as well as various American Roads.

SYDNEY

The Model Depot in Yagoona (NSW) are closing down and have many lines of Athorn rolling stock, both HO and N selling at cost price. A couple of examples are: F7A geared loco \$11.80 HO., 40' box car \$2.00 HO., Alco diesel \$14.50 N., box car \$1.90 N. All are selling on a first come-first served basis. Their postal address is P.O. Box 127, Yagoona, 2199, N.S.W.

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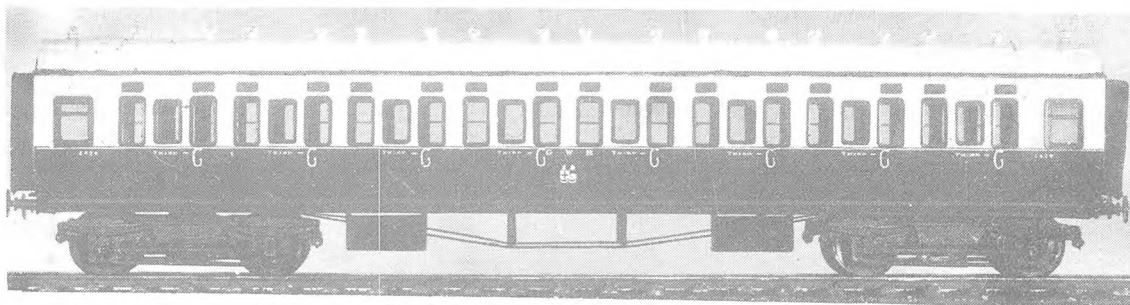
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